




2001
Honda
S2000





Maybe it's the engine start button. Or that big "9" staring back at you from the end of the tach. Something about the S2000 tells you this is no ordinary two-seater. This is all about race-bred performance and g-forces. And that's why you're here. Driving the S2000 is the exhilaration and technology extracted from Honda's 50 years of racing experience. With 240 horsepower and a lofty 9000-rpm redline, it's the first roadster to capture the soul of racing. A few seconds behind the wheel will explain it all.

A silver Honda S2000 convertible is shown from a rear three-quarter view, driving on a winding asphalt road. The car is in motion, with a blurred background of rolling hills and a sunset sky. The car's top is down, and two people are visible inside. The overall mood is dynamic and scenic.

"...the S2000 seems destined to become a cult favorite among serious drivers."

Car and Driver

"[Honda] pulled no punches when it came to creating a high-performance 2-seat convertible that does more than measure up with its European counterparts."

Road & Track

"[A] razor-sharp road scalpel..."

Motor Trend

"...the big S could stand for Supercar, able to leap German roadsters in a single bound."

Los Angeles Times

"In the four-wheel world, only a race car could tickle your essence so."

USA Today

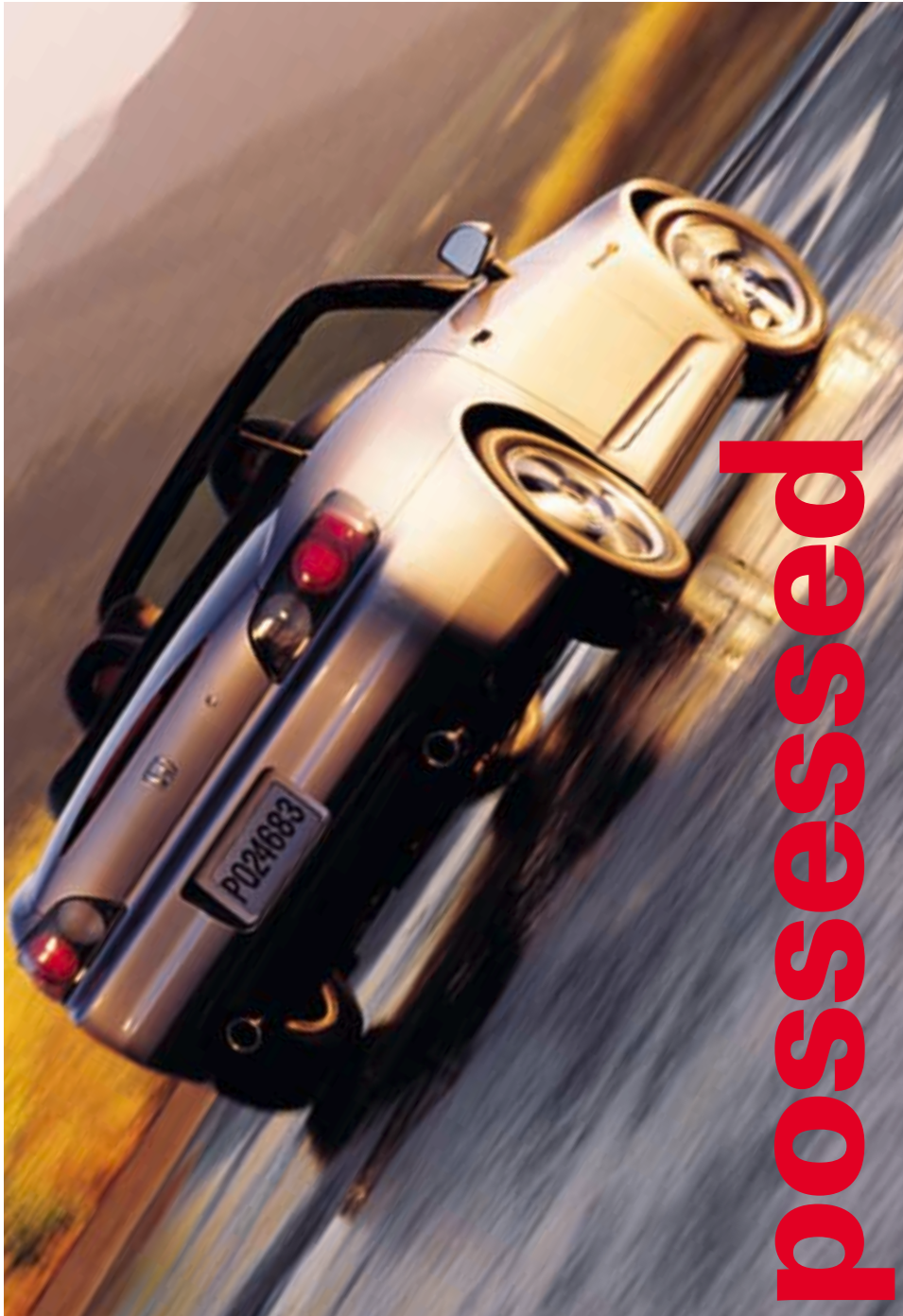
"Formula 1 wannabes can easily imagine that they're streaking down the back straight at Hockenheim when they wind the S2000 through its six gears."

Car and Driver

"The S2000 has the speed, reflexes, and open-top exhilaration of a purebred sports car."

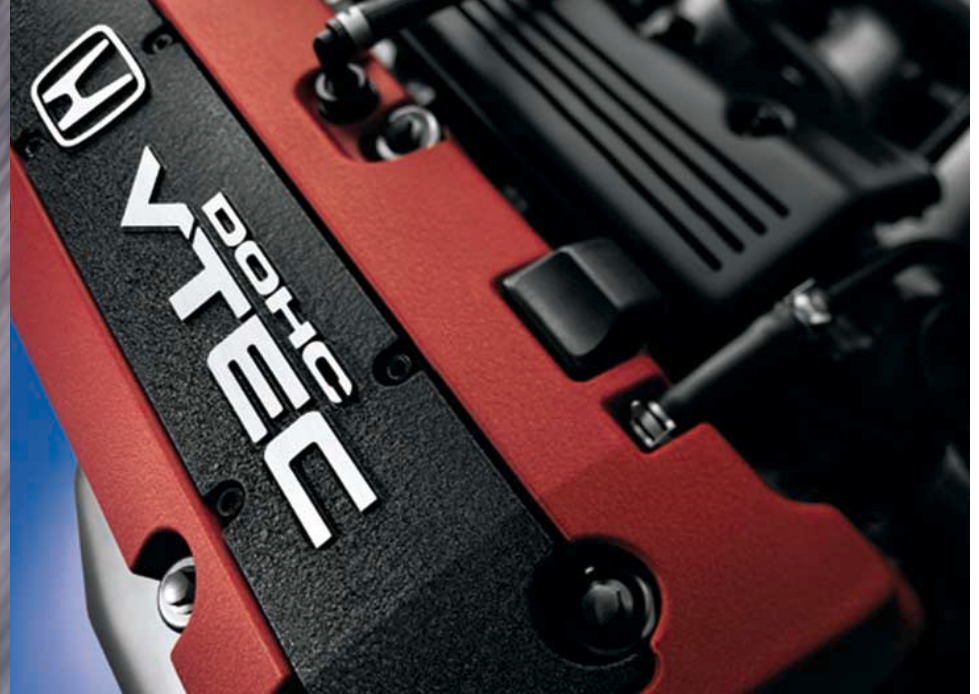
Automobile Magazine

acclaimed



Under the hood, a genie wants out of its bottle.

You don't have to believe in magic. But it may help. The 2.0 liter engine in the Honda S2000 produces 240 horsepower and 153 lb.-ft. of torque. That's an amazing 120 horsepower per liter, the highest specific output of any normally aspirated production engine in the world. Yet it runs so clean, the S2000 qualifies as a Low-Emission Vehicle (LEV). The explanation for this virtuosity can be found on the racetracks of the world. Honda racing technology courses through the veins of the S2000. From its 16-valve VTEC™ engine, redlining at an incredible 9000 rpm, to its close-ratio 6-speed manual transmission, which lets you accelerate quickly in any gear. The rear-wheel-drive S2000 also has a torque-sensing limited-slip differential to ensure plenty of grip. All contained in a masterfully rigid, high X-bone frame for unequalled handling precision and stability.



You'll never think of a liter the same way again.

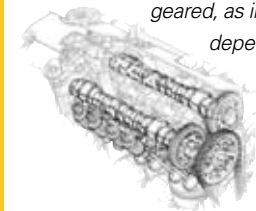
Getting 120 horsepower out of each liter requires extreme measures. Enter the VTEC (variable valve timing and lift electronic control) system, which varies both intake and exhaust valve operation in the S2000 engine to achieve optimum engine airflow over the entire powerband. This results in more complete combustion and greater efficiency. The engine block, cylinder head and oil pan are made from aluminum alloy.

The S2000 engine is surprisingly compact – an attribute shared with Honda's racing engines. In order to minimize the influence of engine mass on handling, it's important to keep it as close to the center of the car as possible. The S2000 engine is located entirely behind the front axle centerline. This keeps weight off the corners of the car, and closer to the center where it contributes to a sharper steering response and unflappable cornering poise – something you feel and appreciate right away.




The S2000's low-friction forged pistons and lightweight connecting rods are specifically designed to operate very efficiently at extremely high rpm.

The S2000 was engineered to excel at high engine speeds. The DOHC valve train for the engine uses special compact, low-friction roller-bearing cam followers. Honda VTEC (variable valve timing and lift electronic control) helps to spread power throughout the engine's operating range.



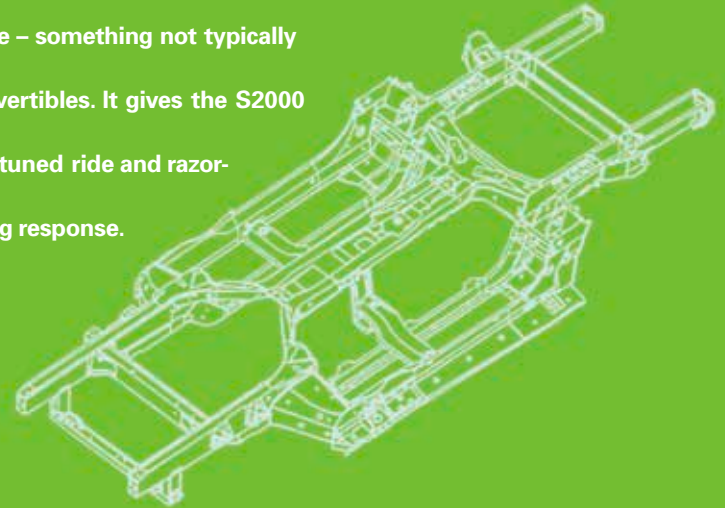
Compact and efficient, the DOHC cam-drive system uses a silent primary chain with automatic adjustment. The secondary drive is geared, as in a racing engine, for depend-ability and greater timing accuracy at high rpm.





The large 11-inch 4-wheel disc brakes are vented in front and solid in back, with a highly fade-resistant pad material. Pedal feel and brake bias are specifically designed for hard braking. An anti-lock braking system (ABS) is standard.

The S2000's advanced high-strength frame and monocoque body form an immensely rigid structure – something not typically found in convertibles. It gives the S2000 its precision-tuned ride and razor-sharp steering response.



A suspension programmed to hug the road.

The contact patch, where the tire meets the pavement, is where a car's performance has its moment of truth. The compact "in-wheel" design of the S2000's 4-wheel double wishbone suspension is dedicated to maximizing grip and precision. High-strength suspension components are light and compact, reducing unsprung weight for excellent control. The rear-wheel-drive S2000 uses front and rear stabilizer bars and gas-pressurized, mono-tube shock absorbers to help minimize body roll and ride harshness. The integrity of the S2000 results in agility and handling response that must be felt to be properly appreciated. You feel the road, but leave the bumps behind.

To lower the center of gravity, the engine and transmission are positioned low in the chassis, behind the front suspension.





A pure racing soul doesn't come from just anywhere.



Innovative, technically sophisticated for its day and a truly enjoyable car to drive, the S600 was one of Honda's very first sports cars.



In 1963, the Honda Motor Company entered Formula 1 racing. Since then, Honda has continued to compete at many of the highest levels of international motorsports, winning 71 Grand Prix, 6 Formula 1 Constructor's Championships, 3 Championship Auto Racing Teams (CART) Manufacturer's Championships and more than 50 races in the series. The S2000 roadster carries on this racing spirit.



Tap into a rich legacy of performance engineering.

Racing isn't just about crowds and trophies. For Honda, the racing program is an opportunity to put new performance technology to the test in extreme situations. At Honda, one of the primary directives includes sending young engineers into the crucible of racing to sharpen their problem-solving skills.

The time constraints imposed by racing provide the context for learning to innovate under pressure. A racing competitor once commented that while many car companies go racing, Honda is a racing company that happens to build production cars. The S2000 embodies that passion and competitive heritage.





gripping



Forget everything you knew about roadsters.

You rotate the key in its cylinder. Then you do something new. Something racecar drivers have done for years. You press a button to start the engine. Which should remind you that this is more than a run-of-the-mill sports car. This is serious business.

The metal shift knob for the 6-speed clicks through its paces with a flick of the wrist.

The leather seats give you outstanding support, with generous leg and side bolsters.

Concentrate on the business at hand – the thrill of being one with the car.



A clear acrylic aero screen fits between the driver's and passenger's seats to help reduce wind turbulence. If you prefer, it folds down out of the way.



With left-hand controls, you can change audio system modes, preset channels and volume—or mute the sound quickly and easily with the touch of a fingertip.





Textured pedals improve grip and provide a constant connection to the racecar heritage of the S2000. The clutch is sprung for light, precise action, while the brakes have a direct feel that enhances braking control.

A full-bodied approach to the performance state of mind.

Settle into the leather seat, adjust the seatback and slide the seat into position. The S2000 interior immerses you in the roadster experience, whether you take advantage of its race-bred performance or simply wish to take in some fresh air. The high seat bolsters brace your back and shoulders through the turns, the steering feel is precise and responsive, and the gauges mean business. The S2000 also has an easy-to-use two-latch release for its motorized top, an AM/FM stereo with CD player, electronically controlled heating and air conditioning with a micron air-filtration system, and power windows, mirrors and door locks.



The S2000 is serious about performance, but just as serious about passenger safety. The body and frame are engineered not only to hold up to the rigors of spirited driving, but also to help protect you in a full-frontal, offset-frontal, side or rear impact. There are dual front airbags† and 3-point seat belts with pretensioners. The driver's and passenger's integrated roll bars – and the door and windshield posts – are reinforced, and connect to frame members in the floor. The central tunnel and front and rear side-members of the X-bone frame are designed to offer the rigidity and passenger protection of a closed-top vehicle in full-frontal and rear impacts. Side-impact protection is built into the doors, side sills and cockpit floor. An Immobilizer Theft-Deterrent System gives you peace of mind when you park your S2000. And a locking storage compartment in the center console keeps small items securely out of view.

† Honda reminds you and your passengers to always buckle up.



intense

So many rpms. So little time.



For years, Honda has led the industry in reducing the impact automobiles will have on the environment.



Proving that it can be done with little sacrifice to performance. In 1975,

we introduced the innovative Civic CVCC, the first car to pass the federal Clean Air Act standards without the use of a catalytic converter. Ever since, our engineers have pushed the limits of design. When California's standards for Low-, Ultra-Low- and Super Ultra-Low-Emission Vehicles (LEV, ULEV and SULEV) were introduced over the past seven years, a Honda was the first gasoline-powered car to meet each one. In fact, we

have met these government standards before they were mandatory. While all Civics are now ULEV or better, every Honda does its part. From the natural-gas Civic GX, the cleanest internal combustion production-engine vehicle ever built, to the LEV-rated 240-hp S2000 roadster. With our track record, it's only fitting that we would be the first to introduce a gasoline-electric-powered hybrid car in the United States: the Insight. This ultra-low-emission vehicle was the first car to receive the Excellence in Environmental Engineering Award from the Sierra Club. Honda will continue to lead the way in providing you with some of the most advanced and cleanest vehicles on the road today.





When you purchase an S2000, it's covered by a 3-year/36,000-mile limited warranty. See your dealer for details. For additional product information, you can call us at 1-800-33-HONDA, or visit our Web site at honda.com.*



Your dealer and Honda-trained technicians can service your S2000, and help personalize it with an assortment of Genuine Honda parts and accessories.

HONDA Finance

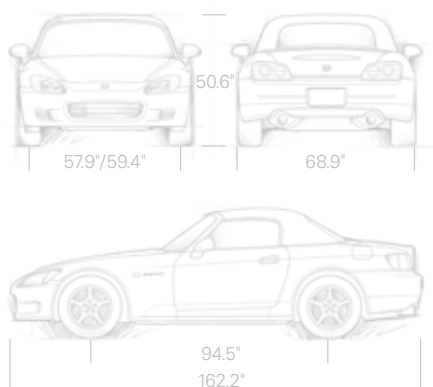
American Honda Finance Corporation delivers both quality service and dependable nationwide support. Let them assist you with your next purchase of a Honda automobile or product.

HONDA Care

Honda Care is a comprehensive, affordable vehicle and travel protection plan backed by Honda reliability, service and parts. Ask your dealer for more details.

Honda²⁰⁰¹ S2000

Specifications and Features



The numbers are impressive.

Interior Dimensions

Headroom (in.)	34.6
Legroom (in.)	44.3
Shoulder Room (in.)	50.2
Hiproom (in.)	49.8
Cargo Volume (cu. ft.)	5.0
Passenger Volume (cu. ft.)	48.4
Curb Weight (lbs.)	2809

Body/Suspension/Chassis

High X-Bone Monocoque Frame	
Independent In-Wheel Double Wishbone Suspension	
Stabilizer Bar (mm, front/rear)	28.2/27.2
Coaxial Electric Power Rack-and-Pinion Steering	
Steering Wheel Turns, Lock-to-Lock	2.4
Turning Diameter, Curb-to-Curb (ft.)	35.4
Power-Assisted 4-Wheel Disc Brakes	
Anti-Lock Braking System (ABS)	3-Channel
Wheels (front/rear)	16x6.5JJ / 16x7.5JJ
Tires (front/rear)	P205/55 R16 89W / P225/50 R16 92W

EPA Mileage Estimates[†]/Fuel Capacity

6-Speed Manual (City/Highway)	20/26
Fuel (gal.)	13.2

Engine

Type: Aluminum-Alloy In-Line 4 with Fiber-Reinforced (FRM) Cylinder Walls	
Displacement (cc/cu. in.)	1997/121.9
Horsepower @ rpm (SAE net)	240 @ 8300
Torque (lb.-ft. @ rpm)	153 @ 7500
Compression Ratio	11.0:1
Valve Train: 16-Valve DOHC VTEC™	
Fuel System: Multi-Point Programmed Fuel Injection (PGM-FI)	
Ignition System: Electronic with Immobilizer Theft-Deterrent System	

Drivetrain

Type: Front Engine/Rear-Wheel Drive	
6-Speed Manual Transmission with Torque-Sensing Limited-Slip Differential	
Final Drive Ratio	4.1:1
Gear Ratios	
1st	3.13
2nd	2.05
3rd	1.48
4th	1.16
5th	0.97
6th	0.81

Exterior Features

Electrically Powered Soft Top
Dual-Outlet Exhaust
High-Intensity Discharge (HID) Headlights
Lightweight Alloy Wheels
Body-Colored Dual Power Mirrors
Remote Entry System
Impact-Absorbing Body-Colored Bumpers

Interior Features

Air Conditioning
Micron Air-Filtration System
Power Windows
Power Door Locks
Cruise Control
AM/FM Stereo CD Player
Leather-Trimmed Seats
Leather-Wrapped Steering Wheel
Dual Front Airbags (SRS)
3-Point Seat Belts with Pretensioners
Integrated Roll Bars
Immobilizer Theft-Deterrent System
Remote-Operated Audio Controls
Beverage Holder
Center Console Storage Compartment with Lock
Aluminum Shift Knob
Map Lights
Digital Instrument Panel
2-Speed/Intermittent Windshield Wipers
Engine Start Button
Low-Fuel Indicator Light
Aero Wind Screen
12-Volt Power Outlet
Quartz Digital Clock
Floor Mats

Solid

